

Great Bay Keelboat Series 2026

January 2026 through December 2026

Humboldt Yacht Club

Eureka California USA

SAILING INSTRUCTIONS

- **Rules**
 - The series will be governed by the *Racing Rules of Sailing* as modified here.
 - **Safety Equipment Requirements:** Each competitor in this series will self-certify that their boat and crew are sailing in compliance with US Sailing Safety Equipment Requirements (SER) for Near Shore racing (Definition 1.0.3). Modifications by Humboldt Yacht Club to the SER are indicated separately and are available in the Club Room or on the club website.
 - **Safety.** A boat and her crew is the sole and inescapable responsibility of the “person in charge” as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sail and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and the crew knows where it is kept and how it is to be used.
 - **Boat.** May be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations her entry may be rejected or she will be subject to a protest filed by the RC. A violation of the Safety Equipment Requirements may result in a penalty other than disqualification.
 - **Start Finish.** ALPHA START Navigation mark 19 and Committee boat or BRAVO START HYC flagpole if committee is on the deck. The start/finish line is not restricted to boats while racing.
 - **Skippers.** Must sign up for a race day at the mandatory, pre-race meeting. Failure to sign up will preclude the boat from inclusion in the race scoring conducted that day
 - **Races.** Races in this series are pursuit races with staggered starts such that slower boats will start earlier and faster boats will start later. The slowest registered boat will start at the published starting time for the race and other boats will start later at a time determined by Race Committee based on their PHRF rating.

- **A boat late** for its start may use its engine or any other means of propulsion after the preparatory signal to proceed directly to the edge of the starting area. The boat shall not, however, start until five minutes (or other prescribed interval) after stopping engine or otherwise complying with Rule 42.
- **Coast Guard Navigation Rules** will replace the corresponding rules of Part 2 between sunset and sunrise, and at all times between racing and non-racing boats.
- Rule A5.3 will apply.
- As per A5.3 If the notice of race or sailing instructions state that rule A5.3 will apply, rule A5.2 is changed so that a boat that came to the starting area but did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.
- **A skipper abandoning** a race to assist a vessel or person in distress may elect to receive, for that race, points equal to his/her average for all races in which he/she ranked as a starter in that series.
- **Time limits:** A time limit based on an average speed of 2 knots over the selected course may be applied at the discretions of the race committee.
- **Selected Course:** The specific course and staggered starting times for each day of racing will be selected by the Race Committee and communicated at the skipper's meeting that will occur one hour before the race start on race day.
- **Protests** not satisfied by the 360/720 rule shall be brought to the race committee in writing within 1 hour of the finish of the last boat registered that day.
- **Withdrawal.** A boat that retires from a race shall notify the race committee by any means available as soon as possible.

SKIPPER RESPONSIBILITY

It shall be the sole responsibility of each boat to decide whether or not to start or to continue to race. Each skipper must consider the conditions on the course with respect to his/her own capabilities and those of the boat and crew. The skipper must not infer that because a race will be sailed, the course is safe or without hazard. Nor should the skipper consider the minimum equipment requirements necessarily adequate. The skipper must bear the ultimate responsibility for decisions affecting the safety of the boat and should not commit to conditions that would jeopardize the boat, crew, or his/her sailing career.